

are normal. Since the "C" Class flying-boats were withdrawn from the Horseshoe route from Durban through Cairo to Calcutta, their only means of transport has been by train to Mombasa—a tedious journey—and then by sea up the East Coast of Africa and through the Mediterranean. They are delighted that the B.O.A.C. Solent service has now brought them within 3 days of the U.K., and that there will be a reservation of 12 seats each week from Port Bell and Victoria Falls.

South of Port Bell the Solent flies the whole length of Lake Victoria, a new route since, south of the lake, the "C" Class boats used to fly down the coast from Mombasa to Durban. The country remains fertile, and gradually the vegetation becomes thicker as the route passes over Tanganyika and over the Eastern extremity of the Belgian Congo. Nearly 50 miles from Victoria Falls passengers are able to see the great cloud of spray. The Falls are in the circuit, and to look down upon the enormous zigzagging gorges is an unforgettable experience which cannot be obtained from the land.

#### Assistance in S. Rhodesia

Livingstone, which was at one time the capital of Northern Rhodesia, is about 11 miles from Victoria Falls. Alternative landing facilities are available near Lusaka, the modern capital on the Kafue River, but the alternative on the northward run is at Mwanza Bay at the southern end of Lake Victoria. Passenger reception buildings have been built on the banks of the Zambesi by the government of Southern Rhodesia, and a road was cut through the bush in 6½ weeks from Victoria Falls to the hotel—a distance of 4 miles. Such co-operation from the government of Southern Rhodesia has saved B.O.A.C. considerable expense in opening and maintaining the base. The short flight between Victoria Falls and Johannesburg is interesting, as the country changes from fertile country to undulating veldt, which is interrupted only by occasional hills, large farms and mining centres. Vaaldam is beyond Johannesburg—an unusual city when seen from the air with its large deposits from the gold mines within and around its boundaries, and with its significant skyscraper centre. The great dam on the River Vaal was constructed to store water for the domestic and industrial needs of Johannesburg and for the Reef. It cost more than a million pounds to build and was completed shortly before the war. Vaaldam was a regular alighting area for South-bound services on the Horseshoe route between Durban and Calcutta from 1941 to 1944, and during the war it was used as a training base for flying-boat crews.

After a wonderful cruise it is somewhat of an anti-climax for passengers to travel 58 miles by coach in two hours from Vaaldam into Johannesburg. There is no alternative, however, and as far as one can tell there is insufficient demand from other sources to justify the laying of a railway track. There is no near-by airfield for an air service, and helicopters, if they could be operated, are not immediately available.

The standard of service and catering in B.O.A.C. air-

**A** Taxying out in the early morning, with the ruins of Luxor Temple in the background. **B** The delightful setting of the Rest House at Silver Springs, Port Bell. **C** Porters observing the usual B.O.A.C. courtesy custom as the launch leaves the Jetty at Johannesburg. **D** 700,000,000 gallons of water a day are released by the Vaaldam. The vast alighting area is above the dam. **E** Looking across Augusta Harbour with a Solent at moorings.

"Flight" photographs.

